Walpole – Charlestown 14747
Reconstruction of NH Route 12
Public Informational Meeting 6-28-17

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Existing Conditions and Need for the Project

- The existing pavement is 24 feet wide with no shoulders, pedestrians and bicyclists must use the roadway
- 50 MPH Design and Posted Speed Limit
- The 2013 Average Daily Traffic is 6320 vehicles
- Southern roadway embankments show signs of failure
- Pavement shows signs of deterioration
- Accident history associated with lack of shoulders and lack of clear zone between the roadway and the river/railroad.
- Geometric Constraints (River, Railroad, NH Route 12A Bridge)
- Areas of substandard drainage

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NH Route 12

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Design Features

- No impacts to the railroad tracks.
- No impacts to the NH Route 12A Bridge.
- No impacts to archaeological areas.
- Minimum westerly shift of the roadway to support constructability.
- Minimize traffic impacts.
- Maintain the existing railroad drainage.
- Considers Utility relocations.

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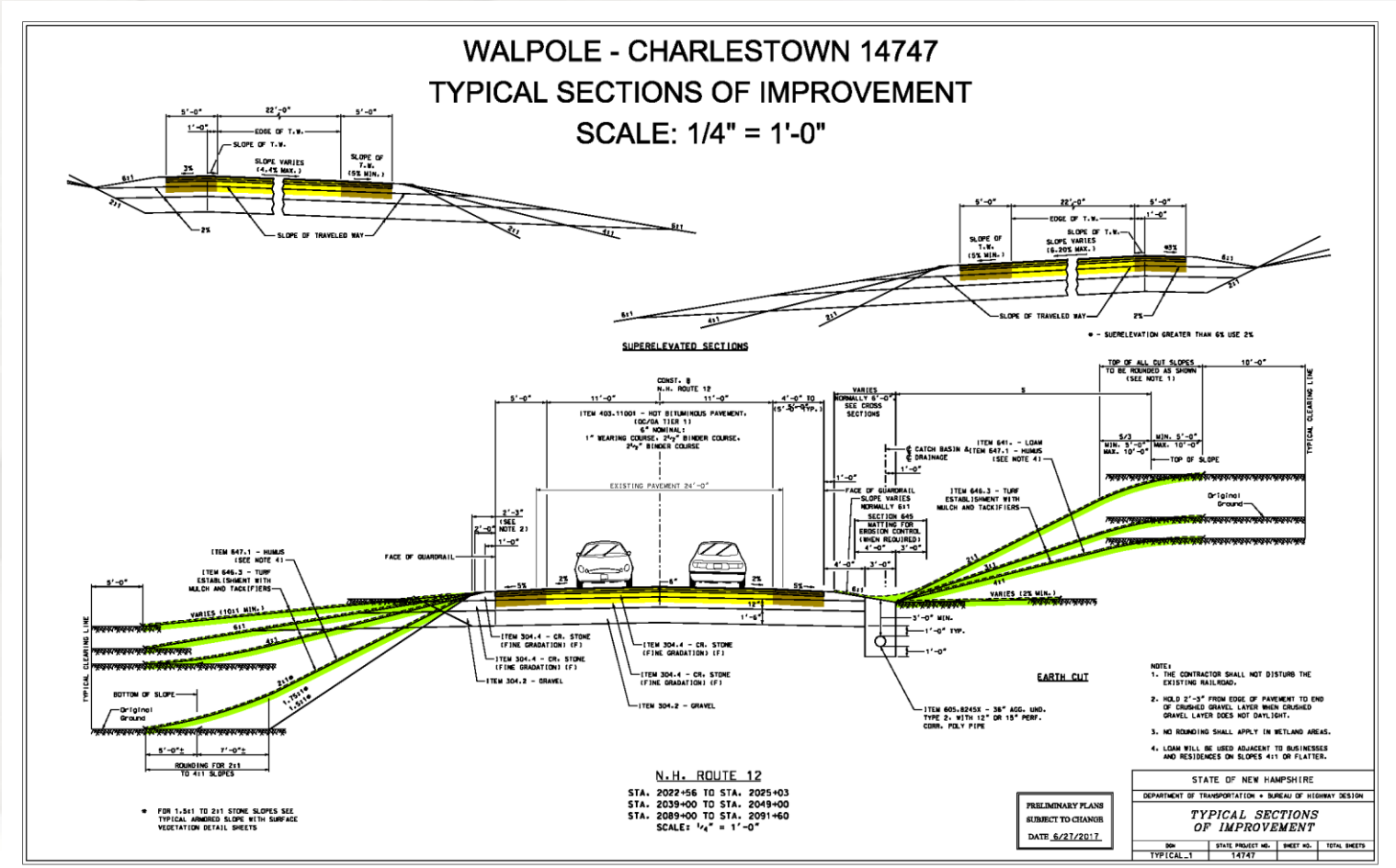
TYPICAL SECTION



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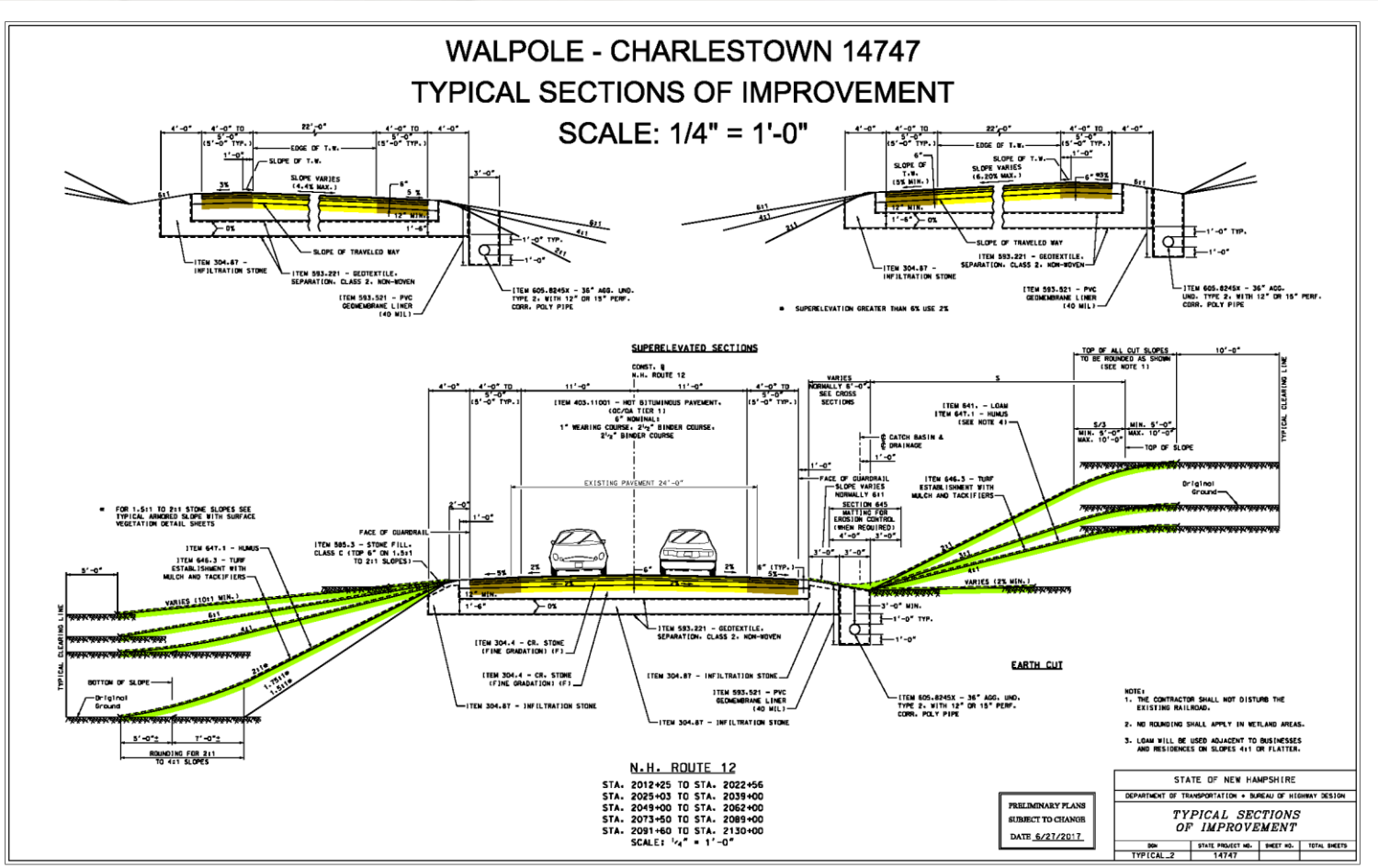

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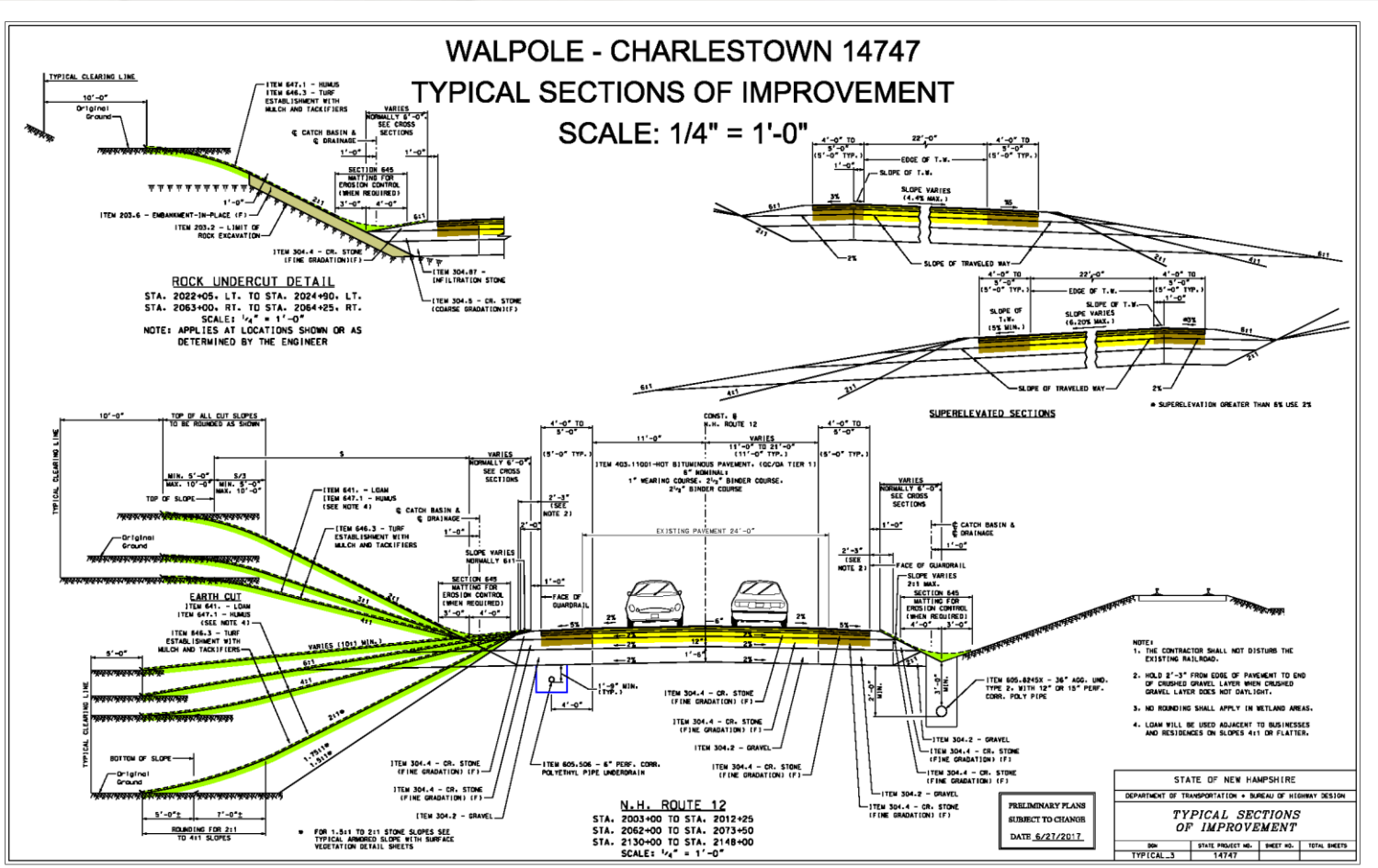

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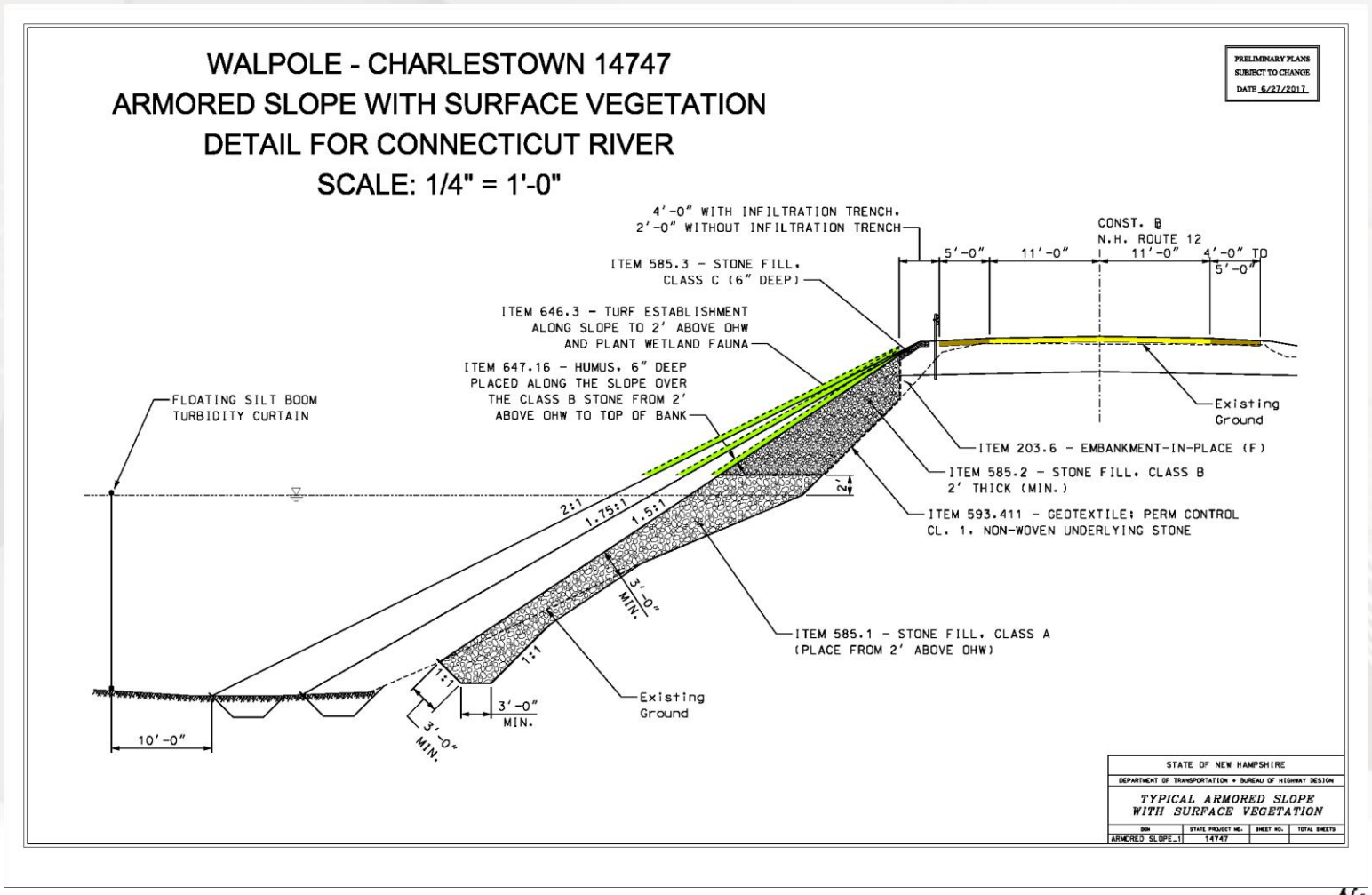
ARMORED SLOPE DETAIL



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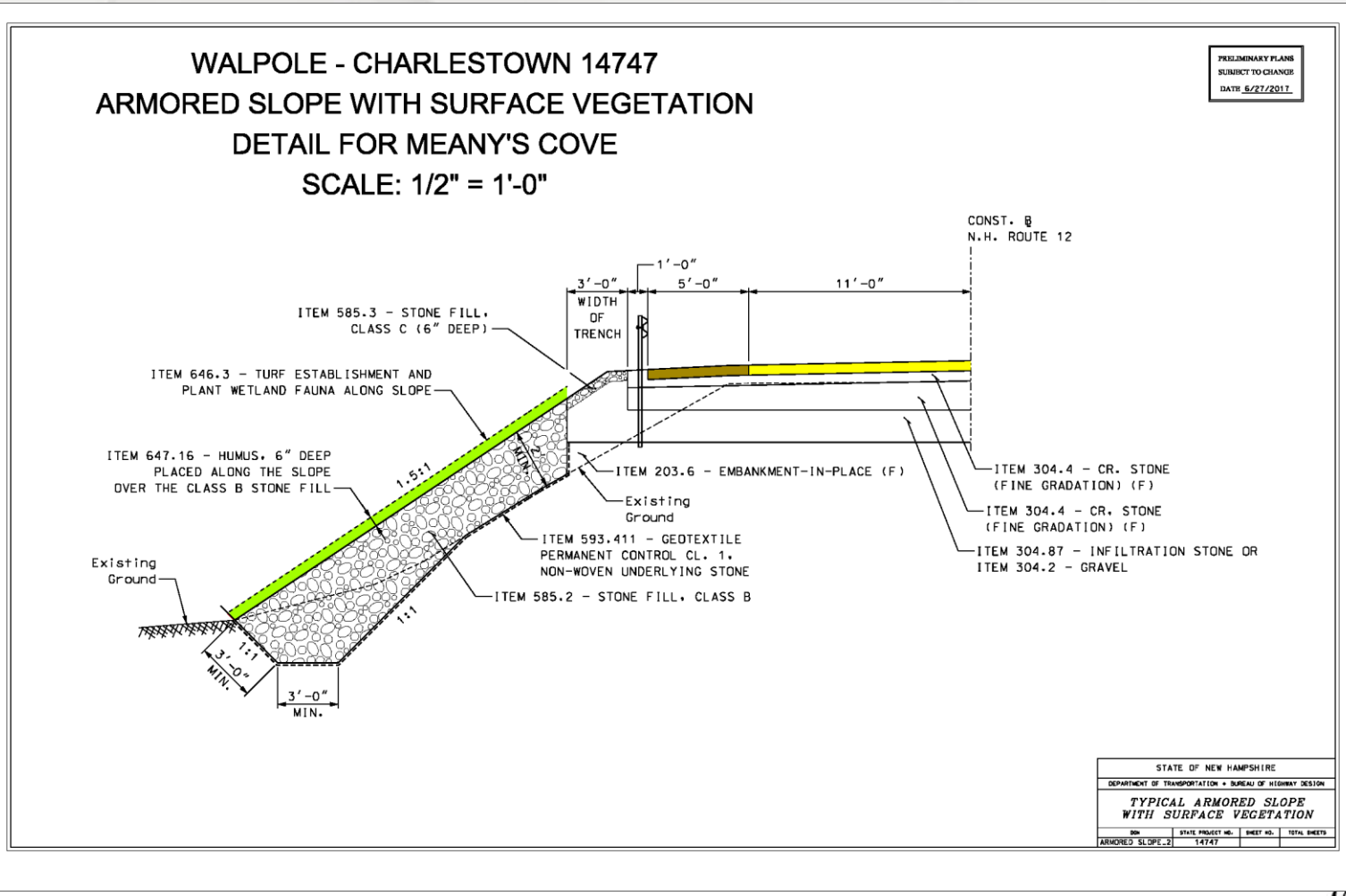

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PHASES OF CONSTRUCTION

Phase 1:

- Construct the Armored Slopes with Surface Vegetation, relocates the utility poles, and install deep and large culverts.

- Flagger controlled single lane two-way traffic. Temporary signals will be required to install large drainage structures.

PHASES OF CONSTRUCTION

Phase 2:

- Construct the remaining drainage structures and the roadway, including the stormwater treatment.
- Combination of flagger and temporary signal controlled single lane two-way traffic.

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PHASES OF CONSTRUCTION

Phase 3:

- Construct the final wearing course, finish stabilizing all slopes and finish project wide cleanup.
- Flagger controlled single lane two-way traffic.

General Notes:

- Traffic will be returned to two lane two-way traffic at the end of the working day when flaggers are used.
- Limit of work zone is 1500 feet when flagger controlled.
- Limit of work zone is 500 feet when temporary signals are used.

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Update on CT River Analysis

- A Conditional Letter Of Map Revision (CLOMR) Application and Letter Of Map Revision (LOMR) Application will be required as part of this Project to update the area's Flood Insurance Rate Maps (FEMA).
- The CLOMR requires an analysis of the Connecticut River comparing pre and post construction conditions as designed.
- The LOMR documents final built conditions.

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Update on CT River Analysis Cont.

- The existing ground model has been completed and the Connecticut River analyzed.
- The proposed ground model is expected to be completed in July 2017.
- The analysis of the Connecticut River, under proposed conditions, should be completed shortly after the proposed ground model is finalized.
- Determine mitigation requirements, based on comparing the results of the existing and proposed analysis.

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Final Environmental Impacts and Required Environmental Permits

- 6.3 AC of ACOE jurisdictional wetland impacts (4.0 AC permanent, 2.3 AC temporary)
- 3.4 AC of NHDES jurisdictional bank impacts
- 10,083 LF of Steam Impacts (5338 LF Banks, 4745 LF Channel)
- Required DES Permits: Wetland Impact, Shoreland Impact and Water Quality Certificate
- Project Requires an US ACOE Individual Section 404 Permit
- Wetland Impact Mitigation

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Questions / Comments

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